

The Governor's Message.

This document has been perused by our readers, and we are not disposed to devote much space or time to its review.

The Message has been prepared with much care and labor, and gives a full and elaborate statement of the condition of Ohio. As a general thing we are pleased with it. Coming as it does from an extreme politician, it is as free from party bias as could be expected. Laying aside Gov. Medill's undue anxiety to laud the New Constitution, and his glaring unfairness in treating upon that feature of the Constitution out of which grew that unjust statute, familiarly known as the "crow-bar law," we see but little to criticise—as a whole, there is much more to admire than to condemn.

So far as the Governor's laudation of the New Constitution is concerned, it should be borne in mind that Mr. Medill was the President of the Convention which framed it, and therefore it is pardonable in him—if in anybody—to hold up its good points, and keep out of view its bad ones.

The matter of the clause in the New Constitution which says "all property employed in banking shall always bear a burden of taxation equal to that imposed on the property of individuals," is argued like a shrewd, cunning lawyer, but, we are sorry to say—also like a dishonest lawyer, for Mr. Medill knows that this clause in the Constitution is grossly violated by the crow-bar law, and that under that law, Banks are taxed double and treble what they honestly should be. But let that pass.

The feature of this message which should be examined and studied, is its tables of State expenditures. The locofocos will not thank the Governor for those figures, for if ever a train was laid to blow a party sky-high, it is done in this Message. These tables are a proud vindication of the honesty of whig rule, and coming as they do from a violent political opponent, should forever shut the mouths of Ohio locofocos about whig extravagance, and whig rascality. Most emphatically can Ohio whigs say to Ohio locofocos, "Out of thine own mouth do we condemn you;" and most assuredly should the people of the State dismiss them from office, bidding them "go and sin no more." Ponder these things, reader, and recollect, it is the testimony of a friend of the guilty party.

Look at the tabular statement of the State expenses for ten years past, and compare the expenses of whig rule with locofoco rule.—Bear in mind the year 1843-4 was a locofoco year; 1845, '46, and '47 whig years; 1848 locofoco and freesoil mixed; 1849, '50, '51, '52, '53, locofoco years. Take a few of the items in the table; first, Judiciary. Of course this necessarily could vary but little, and we only wish the tax-payer to note, that under the New Constitution, our Judiciary in the year 1853, over the year of the old Constitution in 1851, increased \$23,454.00. Again, take State officers. In the locofoco year of 1844, these officials cost us \$6,782.00, but the next year, 1845, being whig, they cost us \$5,847; in 1847, a whig year, they cost us \$17,826.00, and in 1845, a locofoco and freesoil year, they cost us \$18,076.00, and in 1850, an unadulterated locofoco year, they ran up the bill to \$20,466.00.

Take the item of printing and see how locofocoism goes in for type setters. In the whig year of 1847, printing amounted to \$11,964.00, but in the loco freesoil year of 1848, it amounted to \$15,547, and in locofoco 1849, to the immense sum of \$18,646.90, but in locofoco '50, it touched the monstrous sum of \$38,863.00.

Take the highest year of whig rule in '45, '46 and '47, and the Legislature cost us \$27,553.00, being less by over \$10,000.00 than the same bills in locofoco 1844, and less by over \$7,000.00 than in loco freesoil '48; and in 1849, when locofocos had it all their own way, their bills, for the same services rendered by whigs in 1847, exceeded whig bills more than \$64,000.00.

Stationery in whig '46 cost the tax-payers \$4,611.00, in locofoco '49 \$10,240.00, a difference of over \$5,700.00 in the article of paper, wafers, quills, &c., in favor of the whigs, and as compared with 1853, a difference to the credit of the whigs of over \$18,800.00.

Postage is another curious item. In whig '46 it was \$2,175.00, in locofoco '51 it was \$14,528.00, a difference in favor of whigs of over \$12,400.00—the latter year under cheap postage system, the former under the high rates.

In the whig year of 1847, the five items, namely, State Officers—Printing—Legislature—Stationery and Postage, cost tax-payers \$67,548.00, and the same items in locofoco 1851 cost \$151,656.00, a glaring difference in whig favor of the enormous sum of eighty-four thousand one hundred and eight dollars.

One more statement and we pass over this damning account against locofocoism to the consideration of those who "foot the bills."

The five items above enumerated amounted in the whig years of 1845, '46 and '47 to \$179,041.00; in the locofoco years of 1849, '50 and '51 to the sum of \$378,848.00, showing the almost incredible balance in favor of whig rule, in three short years, of ONE HUNDRED NINETY-NINE THOUSAND EIGHT HUNDRED AND SEVEN DOLLARS.

Gov. Medill recommends additional taxation, and well he may. Let the people but turn locofocoism out of doors, and they will save money enough to double the sum now annually applied towards the liquidation of our State debt.—[Cleveland Herald.]

The New Treaty with Mexico.

WASHINGTON, Jan. 3.—We are enabled to State upon ample authority that a treaty with Mexico has been negotiated by Mr. Gadsden, which is now in the hands of the President, and will soon be communicated to the Senate.

The first article of the treaty in question provides that Mexico shall give to the United States such a boundary as will enable us to protect Mexico from the incursions of the frontier Indians.

The second article provides for the right of way for a railroad to the Pacific, "as a means," to quote the language of the treaty—"of forming a commercial barrier against the attacks of the Indians."

The third article provides for an abrogation of the eleventh section of the treaty of Guadalupe Hidalgo, which guarantees the defence of the frontier in consideration of money given, which is to be in full of all past depredations.

The fourth article provides for the specific enforcement of the Tehuantepec right of way.

The fifth contains an alternative proposition to the second article, to the effect that Mexico shall cede to the United States a boundary which will include the route known in Lieutenant Park's map as "Lieutenant Cook's wagon route," extending nearly to the 31st parallel and going due west, so as to give us a large accession of territory, and taking in the whole of the peninsula of Lower California and including Sonora, upon payment by the United States to Mexico of \$50,000,000.—[Correspondent of the N. Y. Herald.]

The above reveals a volume. Of course no Northern man was permitted to go to Mexico but Mr. Gadsden a South Carolinian must fill the mission. The object of consummating such a treaty is two-fold—First, to secure the most southern route possible for a Pacific railroad, (a route conformable to the Resolutions of '98;) Second, to procure new territory for more Slave States.—The people of the country can now see, what kind of a cat lies concealed in that meat tub. The price is only \$50,000,000.—The South propose no way just now to use it up, except the *douceur* for Amistad Negroes. But if such a treaty is made, the Northern doughfaces will march up to the rack and vote the money. They will be carried along by the loud huzzas of "progress," and "manifest destiny." The Northern men will be told, "You can have the support of the South for the Presidency, and the future distribution of spoils, if you will submit to our dictation, if you will give us our own railroad track to the Pacific, and give us plenty of Slave territory." No railroad will ever be constitutional in the view of the South and their toadies, as far north as the 40th parallel of latitude. Now mark the progress of "manifest destiny." The Sandwich Islands can be had at a nod with

no \$50,000,000—and no necessary expenditures, forever, for increase of army, navy and civil dignitaries, as necessarily must be the case of carving another slice from Mexico. On the contrary the Sandwich Islands would be of incalculable value to the maritime interests of our country, which are essentially Northern interests, and would bring daily benefits to our country, instead of entailing endless expense. But clamorous as hounds, denouncing and bullying all who stand in the way of Mexican annexation, these very men, who ride rough shod over every administration of the country, will oppose the acquisition of the Sandwich Islands. This may seem a bold assertion. But let our readers, just put this prophecy in their pipe and smoke. It will not take a long time to discover how things are moving, and by what agencies.—[Toledo Blade.]

THE DAYTON AND MICHIGAN RAILWAY.—The stockholders of this Company met at Troy on Friday last. We learn that a large majority of them were for constructing the line through Sidney, but they were voted down by one or two large stockholders. Since then we are informed that the opposition has been withdrawn on terms which it is supposed will be agreed to. If this be so, and the Sidney route be determined on, it will prove highly advantageous to the credit of the company, and will settle, we hope, forever the controversy which has for some time interrupted the harmony of business and social intercourse between three of our thriving cities up the river, Troy, Piqua and Sidney, and retarded the progress of the road north to Toledo. This decision subjects the company to some additional expense, but it accommodates the three principal towns between Dayton and Toledo, and will harmonize all contending interests, put an end to litigation, and encourage a vigorous prosecution and an early completion of this important line of road. The contractors will, of course, be entitled to proper allowance for the increased cost of the line selected, over the one considered in the contract. Push on the work!—[Cincinnati Atlas.]

Destructive Fire.

DETROIT, Jan. 10.—The wooden buildings on Woodward Avenue, between Jefferson Avenue and Larned street, occupied by Amberg & Co., clothing store, T. H. Armstrong, hatter, Geo. Davis, grocer and liquor dealer, Lewis, ditto., Smith & Tyler, boot and shoe store, and a paint shop, together with the dwellings on Larned street, owned and occupied by Pierre Teller, were destroyed by fire at an early hour this morning.

About four o'clock the steeple of the First Presbyterian Church, opposite on Larned street, was discovered to be on fire—probably ignited by cinders from the small wooden buildings.

The Church was entirely destroyed, upon which there was an insurance of \$8,000 in the following companies: \$4,000 in the Etna Co. of Hartford, and 4,000 in the City Insurance Co. of Cincinnati.

The fire is supposed to have originated in the small paint shop.

GREAT FEAT AT HURDLE LEAPING—WHEELBARROW AND SACK RACES.—There was a crowd of over 1,000 persons from Jersey City, Brooklyn and New York, at the Centreville Mansion, on the Bergen Point Plank Road, six miles from Jersey City, to witness the English sports of hurdle leaping and wheelbarrow and sack races.

A man named Harriot, known as "Micky Free," jumped 1,000 hurdles 3 feet 3 inches high, in two hours and two minutes. The distance walked during the time of performing the feat was ten miles. He had engaged to do it in three hours time. He ended with the same gait as he commenced, and was not apparently much fatigued. A wheelbarrow race took place, in which three participated. They were blindfolded and ran a distance of about 100 yards for a small purse, to the great amusement of a large crowd. Two men enveloped to the neck in sacks, also ran a race for a small sum.—Some riotous acts were committed by some of the company on their return.—[N. Y. Times.]

Interesting Letter of the Earl of Ellesmere.

The New York Courier and Enquirer publishes a letter from this gentleman, addressed to Gen. Webb in reference to the articles against the United States in the London Times. The writer says:

In my opinion what Americans have really reason to resent, is a vast deal of comparative ignorance respecting them. By comparative, I mean that educated people in England, who know everything worth knowing of France, or Italy, or Transylvania, often know little or nothing of the United States, and certainly far less than Americans of their own class know of England. As to hostility, however, or contempt, let any man try the experiment of lecturing to an average English audience in depreciation or contempt of the stars and stripes, and he would assuredly be hooted down. It is no satisfaction to me, but it may be such to you, that the ignorance of which I speak, is quite as general with regard to our North American colonies as to the States of the Union. It has a tendency, in my opinion, to hasten the disruption of the former.

In reference to the misunderstandings which exist between the people of England and the United States, the Earl remarks:

"The best corrective of all this is intercourse; and the best correctors Collins and Cunard."

The letter concludes in the following language:

"I say this on my own experience, as far as it goes; which, I am perfectly sensible, with reference to the extent of the Union, is a very little way. It is enough however, to satisfy me, that if Milton were alive now, he would insert into his treatise on education an eloquent paragraph recommending travel in America. I can conceive no better corrective for extreme opinions in the matter of politics. Those who shiver at the notion of republican institutions as at something incompatible with order, security and refinement; and those who favor their unlimited application without reference to the destiny of population, the diffusion of education, and other specialities, are, in my opinion equally likely to learn lessons in America."

Very truly yours,

EGERTON ELLESMERE

TO GEN. J. WATSON WEBB.

A great commotion was discovered in the Penobscot river, near Prospect Ferry, Me., several months ago. The surface of the water was disturbed, and stones and earth thrown up from the bottom. This upboiling still continues at intervals, and experiments show that at least an acre of the of the river bed has sunk from a depth of 7 to 14 fathoms. A sulphuric gas is emitted from the water during its periods of commotion, and it is said that two distinct shocks of an earthquake have occurred since the commencement of the phenomena.

The Louisville Courier contains a list of disasters on the Western waters, during the year 1853. The total number amounts to seventy-five steam boats, four barges, and forty-four flat-boats; including the loss of eighty-six persons, who were either blown up, burnt, or drowned. We have not the means of ascertaining the amount of money lost by these disasters of the past year, says the Courier, but the estimate will not fall short of \$1,107,500 for the steamboats and their cargoes; and \$60,000 for the flatboats and barges, making a sum total of \$1,167,500.

A pamphlet has been published at N. Orleans containing the name, age, place of nativity, cause of death, date of interment, and name of cemetery where interred, of all persons who died in that city from the 1st of May to the 1st of November last. From this it appears that the total number who died within the dates mentioned, was 12,151; of which 1,102 were natives of Louisiana; 661 of other parts of the United States; 3,532 of Ireland; 2,344 of Germany; 1,280 of other foreign countries; and 3,233 whose place of birth is unknown.

Smith O'Brien, the Irish refugee, has escaped from Van Dieman's land.